

Triumph Mayflower Club



Worldwide Membership

SPRING ISSUE 1999 No. 91



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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No. 2	Forbes Alexander
No. 3	Martin Bishop
No. 4	Paul Norton

When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope

Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day

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TRIUMPH MAYFLOWER CLUB SHIRTS SHORT-SLEEVED POLO & LONG-SLEEVED SWEAT SHIRTS

WITH EMBROIDERED MAYFLOWER LOGO

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Colours available:

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ORDER FROM THE SPARES SECRETARY

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EDITORIAL

Where's the time gone!

ONCE AGAIN, I am running late with the magazine. Time seems to be against me so much these days. The restoration of NTA 178 is held up again. The body is painted and looks lovely, however, we need more paint.

When we tried to order some more from Matco in Liverpool we discovered that they had ceased trading. Now we are trying to get a perfect match from a chemical analysis so that we can get supplied elsewhere. Who said it was going to be easy?

One job I have got around to doing is choosing which shows to book into for the summer season, getting all the entry forms, filling them in, and sending them off.

I've done a little list which can be found elsewhere in this edition. If anyone in this area is still picking and fancies a bit of company then I'm more likely to be found on a Sunday than a Saturday, although I usually book in for both days in case something crops up on the Sunday and then we go on the Saturday.

My next task is to get JBD 807 readied up and MoT'd for the summer shows. Wish me luck, I think. she needs a bit of chassis

BEST OF BRITISH MOTOR CLUBS

COY'S INTERNATIONAL HISTORIC FESTIVAL

SILVERSTONE

JULY 30/31 - AUGUST 1

SPECIAL DISCOUNT TO
CLUB MEMBERS

3 DAY TICKET £30 (FULL PRICE £45)

FRI JULY 30 - £10 (FULL PRICE £15)

SAT JULY 31 - £25 (FULL PRICE £30)

SUN AUGUST 1 - £25 (FULL PRICE £30)

TELEPHONE BOOKINGS
01327-850215

patching before she will get through an MoT this year.

This magazine may not get out before the AGM in which case I hope we met there, if not, I hope we meet in the summer at the Joint Rally.

Organised by four clubs this year, as we are to be joined by the Pre-1940 Triumph Club. A chance to meet new faces and make new friendships.

Put the date and place in your diary - Sunday June 20th at Burford Wildlife Park, Oxfordshire.

Phil Benson

Chairman's report

A FEW days of sunshine, the sight of crocus and snowdrops in full bloom - spring is on its way and the garage seems somehow a more inviting place to finish off those little jobs one had in mind before Christmas.

My main winter project has been to fit a new pair of rear springs to replace the original pair, now a little "flat" after 46 years use with only one re-tempering process in all that time.

I had already fitted new rear shock absorbers but these hadn't improved the rear "roll" effect as much as I had hoped.

I had noticed that John Burgess at Mellerstain in the Borders last year had had a new pair made and so before Christmas I took an old spring together with a photocopy of the details from the Workshop Manual to a local firm who produced a new pair for me, correctly bushed at the front end for approx £140.

I have recently fitted these. The immediate effect being to raise the rear end of the car considerably and so I am now about to ride around with a large bag of sand in the boot to help to bed them in.

I am looking forward to a road run in the near future to see if I have invested wisely in return for

1952 TRIUMPH MAYFLOWER

Silver Grey

Stored nine years

Reg no DFB 309

Value £2000

Selling for £1,500

Tel: 01386 710580

(Advert seen in latest Triumph World Magazine)

better road holding when cornering.

My only other problem which surfaced during the 'Top Gear' filming was the circular movement of the trafficator horn assembly when turning the steering wheel.

Close observers of the programme would perhaps have noticed that the horn assembly had been pulled out two inches when Tony Mason was driving the car to avoid this alarming happening. Why do these things happen at such inconvenient times?!

The stator tube was turning with the steering wheel and all that was required was a tightening up of the lock nut at the bottom end of the steering box which also seals any oil leakage from the box assembly. A simple answer to what Tony

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Mason thought was an alarming problem!

We now have an exciting summer to look forward to with an excellent venue for our 'Four Club Rally' - Burford, from past experience, is an ideal place with superb alternative attractions for the family members.

Apart from the Gaydon meeting last year this will be the first time we have met up with the Pre-1940s and I'm sure we will all look forward to what should prove a fine and varied gathering of Triumph cars.

It would be very satisfying if we could at least equal our 23 Mayflower gathering achieved at Kimbolton last year - do try and make this year's event.

The Triumph Razoredge Owners' Club are also holding their own rally on 18th July at Ragley Hall and a cordial invitation has been received by the

Mayflower Club - we will be made most welcome and I do hope some Club members will be able to respond to this invitation.

Our AGM took place at Walsall on Sunday 21st March. Thirteen members were able to be present. A full report will appear in due course from the Membership Secretary John Oaker.

Thanks are once again due to John for making all the AGM arrangements, providing the venue and organising light refreshments etc for all attendees. A fine feat of organisation.

Finally, I would like to wish all members happy summer motoring with their cars in this 50th anniversary year, not just to the main events I have mentioned but also to the smaller car shows where even a single Mayflower's presence can help to keep our cars 'in the news'.

24-26 September 1999

TSSC Norfolk Area's Mile of Triumphs

Broad Farm, Nr. Gt. Yarmouth, Norfolk

In aid of East Anglia's Children's Hospices

Contact:

Rob 01603-434544 or Joe 01493-728764



Federation of British Historic Vehicle Clubs

FBHVC endorses lead substitute products

Historic vehicle enthusiasts worried that the disappearance of leaded petrol at the end of this year could curtail the use of their cherished cars, motor cycles and historic commercial vehicles were heartened by the announcement that the Federation of British Historic Vehicle Clubs is endorsing four lead substitute products as adequate for all normal driving.

The announcement, made at the FBHVC's annual conference at the Heritage Motor Centre Gaydon, marks the completion of an extensive programme of testing at the Motor Industry Research Association (MIRA). This was intended to measure the resistance to valve seat recession afforded by commercially available lead substitutes, for which no standard test existed, despite the great

NEWS

claims made for these products by their manufacturers.

The FBHVC realised early on the effect that the withdrawal of leaded petrol would have on the entire historic vehicle movement, and in the absence of any initiative from Government or national standards institutions anywhere in Europe commissioned an extensive programme of testing for valve seat recession by MIRA.

Using a Rover A-Series engine - a power unit particularly prone to valve seat recession - and a set of new cylinder heads and valves generously donated by the Rover Group, 12 lead substitute products each underwent identical 70-hour test programmes at MIRA, including 20 hours' accelerated wear testing at full throttle and full load. For reference purposes, tests were also made using leaded, unleaded and low-lead petrol.

At the end of some 1000 hours' testing, independently reviewed by a technical assessor representing

CLUB CAR BADGE

Part No. TMC156 — Price £9.00

Order from the Spares Secretary

the RAC, four products were found to have passed the demanding tests. These are: Millers VSP-Plus; Red Line lead Substitute; Superblend 12/Zero lead 2000; Valve-master

Each is now entitled - provided that it is marketed in the exact form in which it was tested - to carry the FBHVC endorsement.

However Ian Edmunds, who heads the FBHVC's Fuels sub-committee, emphasises that historic vehicle owners should not mix lead substitutes but should choose the product which most closely suits their requirements and stick to it.

In this context, Federation President Lord Montagu of Beaulieu told delegates at the conference that even at this late stage the Government has not established a British standard for additives. The FBHVC's initiative underlines its commitment to ensuring that historic vehicles should continue to enjoy the freedom of the road.

The FBHVC conference, which attracted over 230 delegates, many of whom arrived at Gaydon in classic and vintage cars and on historic motor cycles, was opened by David Owen OBE, Chairman of Rubery Owen Holdings, whose father backed the BRM racing car. He celebrated the 50th anniversary of the launch of the first 1.5-litre V16 BRM, intended to establish Britain as a major force in Formula One racing, with a display of previously unseen photographs from Rubery Owen's archives.

Other speakers included Steven Norris, the former Transport Minister who now heads the British Road Federation, who outlined his vision of the future of motoring in this country, and Francesco Guasti, the President of the Federation Internationale des Véhicules Anciens (FIVA), whose member organisations between them represent 29 countries. Signor Guasti had flown over especially from Milan to address the conference.

1953 TRIUMPH MAYFLOWER

Needs minor welding for MOT (Can do!)

Brakes all done, Gear linkages need adjustment

Pale Blue / Blue seats, No carpets,

Could do with a respray

Offers around £600

Mr Donn - Tel: 01642 558819

Rally news

by Howard Pryor

THIS YEAR for the very first time we rally with three other Triumph clubs. They are the Renowns (our old friends), the Roadsters (our new friends), and now the Pre-1940s (our newest friends). The venue this year is the Burford Wildlife Park in the Cotswolds on 20th June.

It is hoped by rallying together we will be able to spread the cost and provide better services to all club members and generate more interest.

Following the success of last year's certificates, they are now remodelled for 1999 with an appropriate design to include Burford and they will be given to every member attending with or without a car.

To receive a personalised certificate you must simply book in, then turn up and collect it at the rally.

If you do not book in you will still receive a certificate but it will not be personalised. Please telephone me to book in now.

Because of fire regulations at Burford we will not be allowed any barbeques whatsoever, please respect this. We will, however, run our Bring and Buy Sale of motoring items. Remember most classic car owners own more than one vehicle and may be looking for

that part or book that's collecting dust so bring it along and sell it. May be you will go home with a profit (no artic lorries or dealers please!).

Beacuse of the complexities of a four club rally many of the finer details have yet to be decided. It may be necessary to send a news up-date in the form of a letter to each member at a later date.

For now though, book the date in your diary and let us set about breaking all records and get as many cars as possible. Last year we had 19, what do you say to 25? We can do it!

We are still looking for a hotel to accommodate us and the cars and set a Saturday evening meal. It seems because of Burford's location

1953 BURGUNDY MAYFLOWER - WHK 107

Bodywork completely free from rust. Car overall is better than A2 class

Price £1600

Tel 01692 598 797
(May not be connected up yet!)

or contact:
Mary McCambridge
Jubilee Bungalow, Heath Road
Hickling, Norfolk NR12 0YE

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in the heart of tourism that prices are likely to be in the region of £60 a head based on two sharing for bed/breakfast and evening meal. We are still trying to better this but again please phone if you are interested.

In this magazine there is a windscreen display for your reduced entry (driver and car free).

Any donations for the tombola and raffle would be gratefully accepted by the club. Profits go a long way to help pay for marquee hire charges etc.

Last but not least, in the last issue of Flower Power I called for ideas on judging concours at the rally. At the AGM the committee, after a long debate, decided on the following:

Concours — we will still have an overall winner to be judged by the members on a self judged basis, excluding judging your own car.

Judging guidelines will be issued with voting slips.

Concours Runners-up — there will be no 2nd or 3rd cars but will be replaced by a top five. These five cars will not be given any priority of order. They will all be the Top Five.

Exclusions — there will not be any exclusions. If your car wins an award you can carry on winning that award to the year dot if it beats the opposition fairly and squarely.

The committee hopes that these changes are seen to be fair and to encourage owners of cars that are extremely nice but not in the past, quite good enough for an award. After all what else can you be, except proud of your Mayflower.

So there it is, do it, polish it, love it, and bring it on the 20th June.

Happy Mayflowering, see you there, Howard

TRIUMPH MAYFLOWER - 1952

This car is very solid and is in good mechanical condition, and running OK although the MoT ran out last year. The car would benefit from a respray, currently being in a 'grey primer' finish. The chrome is in fairly nice order and is complete. The present owner has obtained a complete replacement interior from another car and this is required as the present seats etc. have been badly chewed by a dog at some time. Mr. Watson was going to complete the car for himself and joined the club with that in mind - but time and arthritis now prevent this possibility. The car has an interesting registration — 747 MUC

Price: just £650 or offers

There are also some spares that are negotiable extras

Contact: Brian Watson on 01375 404920
52 Prospect Avenue, Stanford le Hope, Essex SS17 0NJ

LETTERS**Strip down**

Dear Phil,

I recently joined the Triumph Mayflower Club (No 871) as I had already acquired a Mayflower (Registration No. TWL 670).

I have decided that the vehicle requires a complete strip down which I have started to do. However, I have never before attempted anything like this, let alone tried welding or spraying (other than with an aerosol can), but it's a project I am looking forward to.

My reason for writing is obviously to tap that wealth of knowledge that other members will have gained from similar projects and with that in mind I have listed below a number of points that the readers may be able to guide me on.

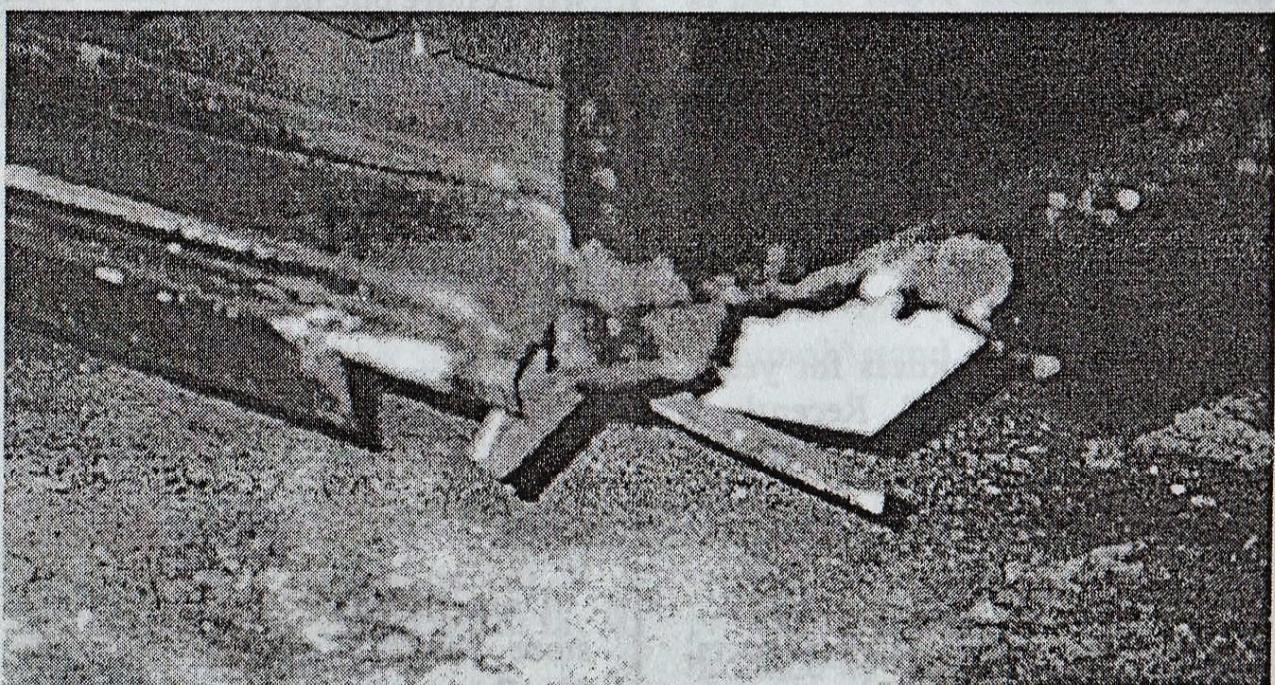
1 - The best type of welder to buy.

2 - The best type and capacity of air compressor to buy.

3 - How to repair the weld seams along the wings. The wings are solid but the seams have lifted and rusted.

4 - How do new sills fit to the wing edge (see photo), the previous owner has cut both sides out due to about a foot of rot. I intend to replace the complete sills. The inner sills are fine as is the rest of the bodywork. An accurate sketch or photograph would assist me greatly to get the body line right.

5 - As a boy I was impressed by a silver Mayflower in my home town of Hereford. Mine at present is black but I wish to change it to silver. I saw the 'Top Gear' car in silver and again it impressed me. Can anyone tell me the details of the paint used.



6 - The vehicle is minus a few items which I shall have to obtain, although there is no rush. Can anyone help with: passenger seat in beige; interior roof light; chrome windscreens wiper; rear number plate light?

By the way there are four wooden wedges attached to the drivers seat underframe with string. These appear to be original and present since manufacture of the vehicle. Has anyone got any ideas?

*E W Hodgkinson
11 Brookside Drive, Codley
Hyde, Cheshire, SK14 2PN
Tel: 0161-368 6136
Fax: 0161-368 6136 (7 rings)*

Triumph disease

Dear John (Oaker),

I found your address in the latest *Practical Classics* magazine. Please send me joining details.

I'm 55, married, two grown-up children (daughter at medical school, son working in Beijing, China). My wife is a teacher and I am in the wholesale wine and spirits trade.

I have had a sickness for years. It's called '*Triumphs*'. Recently I drove 300 miles each way to buy a 1953 Mayflower VIN #513880 which I plan to restore, but I do have lots of questions.

Can the club supply parts, manuals/service manuals or pro-

vide lists of companies who supply parts?

I would like to see a good photograph of an interior - dash, seats, etc.

I need help in the following areas: steering wheel is down to the bare metal rim band; gas tank needs replacing - looks to be a Ford product in mine?

The rear left and right lamp lenses are missing; the front left and right lamp lenses are missing; right front chrome headlamp ring missing.

Left side door main window glass broken; radiator centre badge (globe) missing; vertical staves on radiator need replacing.

Dash facia plate missing - wood or metal?

Question - did Sir John Black interchange any parts from the Standard 8/10 with the Mayflower as I have one of those as well, that I will restore one day?

In general the car seems solid. It needs total interior refit and external body respray.

I am collecting information, parts, photos, etc and will commence the restoration in the fall of 1999.

I am currently trying to finish my Triumph TR3A project. The engine has been done and fitted and I'm waiting for the tub to be sprayed.

I am like a child at the candy store with respect to the Mayflower. I want to start NOW!

However I have made a rule.
Finish one car before starting
another.

I enclose pictures of my
Mayflower for you archives or
whatever.

Please do reply, I enclose return
postage coupons for use at your
post office.

*Triumphly yours, Donald B Carlson
1515-32nd Street SW, Fargo
North Dakota 58103-4534, USA
Tel: 1-701-293-6882*

Peterborough Classic Motor Show

Dear John (Oaker)

This show is organised by
Greenwood's Exhibitions (phone
01296 631181 or 632040) and is at
Elton Hall, Elton on 30th/31st May
1999.

As you are aware, 1999 is the
50th anniversary of the Mayflower
and Vic Hammond who styled the
Mayflower will be guest of honour
on my stand ('Triumph Over
Triumph' from PKJ Publishing) at
the above show.

This is a charming country show
well supported by Triumph
marques with over 1000 classic cars
and 100 autojumble stands. Last
year over 8,000 visitors attended.

I would be grateful if you would
promote the event in your
magazine and try to turn out as
many Mayflowers as possible at the
show.

COLLECTION OF VARIOUS SECONDHAND SPARES

ENGINE - GEARBOX
PROP SHAFT
REAR AXLE
RADIATOR
STEERING GEAR
BONNET - BOOT LID
SPARE WHEEL CARRIER
HUB CAPS - PETROL TANK

Contact:
A. R. Durrans, 99 Fairview
Knowler Hill, Liversedge, W. Yorks

Tel: (home) 01924 504547
(work) 01274 860319

I am making a special
presentation to Vic (that he knows
nothing about). I want to make the
day 'a day to remember' for him.

Those wishing to attend the
show should contact Greenwood's
as per the above details. I feel sure
they would be happy to set aside an
area for Mayflowers or indeed for
the Mayflower Club if you could
organise a club stand? If so I can
organise press coverage. All
Mayflower owners will be made
welcome on the 'Triumph over
Triumph' stand.

In this anniversary year, if I can
help the Mayflower Club with any
publicity, I will be only too pleased
to help. As part of this, if you can
provide me with a quarter page
bromide of your club details I will

place it in the next edition of 'Triumph Over Triumph'.

*Very many thanks for your help
Editor, Paul Richardson*

Rally thank you

Dear Phil,

Greetings from cold, windy and snowy Chicago. We would like to say thank you for a great time with the club and an introduction to your country.

The rally at Kimbolton was more than anyone could expect. Great hospitality, great weather, a great Country Fair. Howard and Loretta, you deserve a thank you

from us and the entire club for putting together a super gathering and bringing all three clubs together. I only wish we could attend every year!

John and Joan, thank you for being the catalyst to get us to England. I wish we could have visited with you more after the rally. Somehow, before we knew it, the weekend ended and everyone had to go back to real life.

Peter, it was great meeting you and being able to put a face to the person who has been helping me obtain obscure parts. Your recommendation to stay in Chipping Norton was excellent. Wonderful hosts and a great area.

WANTED **CLASSIC AUTOMOBILES** for the Extravaganza at Morden Park, Surrey on Sunday 25th July 1999

in association with the 4th Annual Philippine Festival

* Song & Dance * Magic & Clowns
 * Funfair & Raffles

and plenty of Family Entertainment - Fancy Dress optional)
Lots to do and see and lots of fun

Contact David on 0181-656 5844 (24 hours)

FLOWER POWER

To all the other officers and members, a thank you for making us feel welcome!

The remainder of our two weeks in England were spent being typical American tourists. We put over 1,000 miles on the hire car and that was only in Central England!

We visited many auto museums, a few castles, Silverstone for the vintage race, Bath, Coventry, Abingdon, Burton-on-the-Water, Stonehenge, Avebury, Beaulieu and on and on and on . . .

Our Mayflower is still off the road (good thing considering the weather) as I have been slowly rebuilding the entire brake system. Once that is done then I will be working on a strange engine noise that I hope is the timing chain. Always something.

I would also like to invite anyone coming to the US to please contact us so we may return some of the hospitality that you gave us. Our address is in the directory and our phone number is 1-773-274-9577.

Barb can be reached by e-mail: bgrossklags@nccnet.org if you are connected.

*Sincerely,
Barb and Glenn Grossklags*

Additive

Dear Phil,

I have sent you some details of Amway Fuel additive for unleaded petrol. A friend of mine has used it in his 1960s Austin for the last five years.



Another scene from the rally at Kimbolton

John Kent
7 Brighton Road, Pachway
Bristol BS34 5EL
Tel/Fax: 0117-979 8791

See the article elsewhere in this magazine on Amway Car Caring - Ed

More additives

Dear Phil,

I have enclosed a very informative, but also very readable paper on 'Lead-free'. It has been written by John Rowland, a work colleague, who works in the R&D Department of Silkolene Lubricants.

The paper published in three parts in the *Morgan 3-Wheeler* magazine and several other publications, John has given permission for inclusion in *Flower Power* if you wish.

John has a 1930s Morgan and a Frogeye Sprite which are both in regular use, and you will see from the paper, knows his onions.

The Lead-free Petrol Question - Author John Rowland.

[I read this paper, and enjoyed it so much that I promptly read it again. However, at 7,200 words, this is too much for our little magazine, and by the time we did it over three editions, the topicality would have gone. For better or for worse, I am going to give you just a flavour of the paper, and summarise the main points of relevance to our Mayflowers. - Ed]

Nice to meet you

Dear Phil

It was nice to have you Mayflower people at Gaydon last year. What a celebration, Triumphs everywhere. I came down on the Saturday with my son in his Triumph 2000S (a round trip of 750 miles). Enclosed is a photo of me (front cover): "Where have all the Flowers gone?"

Went away in a hurry judging by the rubber burns behind. Can a Flower spin wheels on tarmac?

I regret not taking our Mayflower down. It's running well after its engine rebuild with the block and crankshaft that I got from you three years ago. The back end is a bit noisy. I was intending to change it over during the winter but I also have a Triumph 2000 Mark 1 that has kept me busy - my granddaughter asks why I always have dirty hands, I wonder!

I met a man at a rally last year who intends fitting a Reliant Robin engine and gearbox into a Mayflower. Personally, I think that will be less power than we have just now. I hope to see him this year, to follow up this interesting idea!

My thanks to you for a good *Flower Power* magazine and to John Gogay who helped me so much on the rebuild of our Flower.

I will try to write some stories about rallies etc this year (if I can get my hands clean!)

Ian Watt

No Leaded! No Problem!

Following our recent articles on the dilemma of Leaded petrol being stopped as of the end of this year my attention has been drawn to a product that could clear our headaches. It's simply called Amway Fuel Additive and that is precisely what it is, an additive for fuel.

The product has been well established as the answer for many of us poor polluting drivers who still think we have to use leaded petrol. It is just a matter of adding the correct amount of fuel additive to our tank of unleaded petrol, (*as long as the unleaded petrol is of the same octane level. ie. some of us will need to use super unleaded*) and bingo, problem solved.

Supplied in a rather unusual but effective self measuring bottle (see picture) it is easy to dispense the correct amount. It is also very cost effective. At around £12 a bottle which treats around 500 litres, your quids in when you work out the current price difference between leaded and unleaded petrol. And the new lead replacement fuel is sure to be as expensive as leaded fuel is presently.

Here is some of the information provided in a leaflet about the fuel additive:

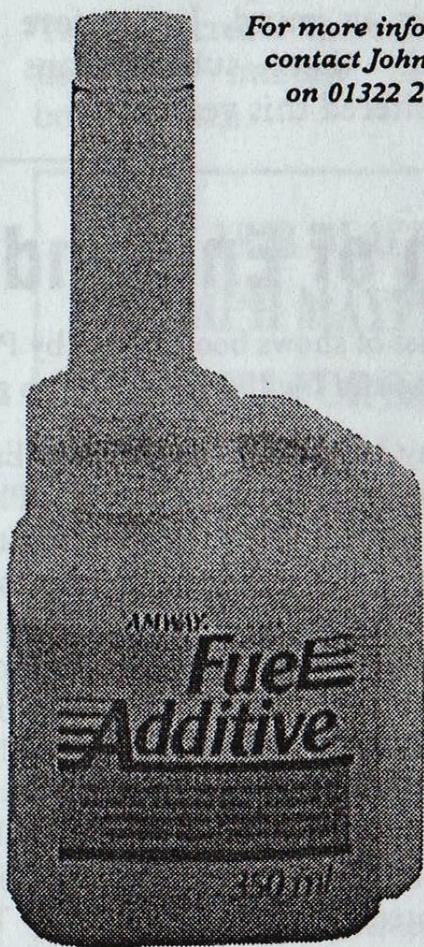
What Benefits does this Fuel Additive provide?
 The fuel additive resists early exhaust valve seat wear (Valve recession) in engines designed to use leaded petrol when using an equivalent octane unleaded petrol, and thus solves the dreaded 'no leaded' syndrome that many of us have been facing. It also reduces engine knock and pinking. Engine knock and pinking are caused by deposits in the combustion chamber. When these deposits become thick enough they retain enough heat to cause the spontaneous ignition of engine fuel/air mixture. This ignition produces potentially harmful engine knock. Power and fuel are wasted, resulting

in a loss of fuel economy and an increase in hydro-carbon emissions. The addition of 30ml of fuel additive to every 45litres of fuel is enough to inhibit the formation of combustion chamber deposits. This means that not only can you use unleaded petrol but your car will may actually perform better.

Is it compatible with all fuel and types of vehicle?
 The fuel additive can be used in any 4 stroke engine. It can also be used with all types and grades of fuel - petrol or diesel. In diesel engines it increases the cetane value of diesel fuel, which improves the cold start up efficiency of diesel engines. This in turn reduces the amount of white smoke produced during cold engine operation. And as with leaded and unleaded engines it keeps diesel engine combustion chambers cleaner too. (In fact I know of drivers that have cars that are already suitable for unleaded petrol but still use the additive because they feel they get a noticeable amount of more miles to the gallon.)

It seems that this little mixture may really be the answer to our petrol problems.

For more information
contact John Gogay
on 01322 279133



AGM report

BECAUSE OF time and space the AGM report we be published in two parts the first of which follows:

Treasurer's Report

This has been a good steady year for the Club's finances.

The benefit from the increase in the Membership subscriptions two years ago have continued to improve our financial situation, and the General Account is once again holding up to the £2000 level. This gives the Club great financial stability. To know that we can produce magazines for over 12 months from our reserves places us in a strong position.

With this in mind, I therefore recommend that subscriptions remain unaltered this year.

WANTED YOUR LETTERS

Please send your stories about anything connected with our cars

Steve Coulman is editing the next magazine so please send them to him at:

23 Park Street
Messingham, Scunthorpe
South Humberside DN17 3RU

South of England classic car shows

This is the list of shows booked into by Phil Benson with JBD 807. If interested, give me a ring and I will tell you how to get booked in too)

Monday, May 3rd	Ditchling, East Sussex
Sun/Mon, May 30/31	Penshurst Place, Tonbridge, Kent
Sat/Sun, June 12/13	Parham House, Near Storrington, West Sussex
Sun, June 20	Triumph Mayflower Club - Joint Rally, Burford
Sat/Sun, June 26/27	Vallance By-Ways Show, Nr Gatwick Airport, Surrey
Sat/Sun, July 10/11	Ardingly Show, Ardingly, West Sussex
Sun, July 18	Bentley Wild Fowl Centre/Car Museum, East Sussex
Sat/Sun, July 24/25	Bluebell Railway, Horsted Keynes, West Sussex
Sat/Sun, August 14/15	Loseley Park, Near Guildford, Surrey
Sat/Sun/Mon, Aug 29/30/31	Rudgwick Show, Near Horsham, West Sussex
Sat/Sun, September 4/5	Shoreham Airport, Shoreham, West Sussex
Sat/Sun, September 11/12	SCHVPT - Trust Centre, Burstow, Nr Gatwick, Surrey
I'll probably go to most shows only on Sunday. Ring me if interested in other days.	

Proposed Relay-cum-Rally in the year 2000

John O'Groats to Lands End (or vice-versa)

AS PART of my ongoing research into the history of the 'Flower I have been reading through back copies of *Flower Power*.

In the issue for winter 1976 (October) member Colin Styles of Buckfast suggested a relay-cum-rally from John O'Groats to Lands End. This was to involve members from all over the UK taking part having agreed to undertaking a leg of X miles of the relay. To my knowledge the club never pursued this idea.

I think this is an excellent and exciting idea and believe that the club should consider undertaking this relay-cum-rally in the year 2000 to bring the membership together and promote the 'Flower and TMOC at the start of the new millennium.

I would be willing to organise the event, possibly along one of the following scenarios:

1 - Relay-Rally proper

Members volunteer to undertake a 'leg' of the relay that passed nearby their home. Each 'leg', say,

between 50 - 100 miles. The overall route would be dependent on the location of volunteers and may make it's way all over the UK, not the most direct route.

Members to arrange between themselves 'hand over points' etc for convenience and a degree of local flexibility.

Relay-cum-rally takes place over a period of, say two-three weeks, in the summer of the year 2000 - perhaps stopping off at the TMOC National Rally.

No night driving would be required! Alternatively, we could start from both ends and meet in the middle at our rally?

Members pass on a Mayflower 'item' to create the relay - say, an inscribed hubcap or mounted bonnet catch.

1953 BLACK TRIUMPH MAYFLOWER

STILL FOR SALE

(FDO 434)

See photograph in last magazine

This car is the result of a six year restoration project.

Finished two years ago, now in concours condition (well, it was the runner-up two years ago)

Please ring for full details

A very reluctant sale £3,500 ono

Martin Bishop (member 654)

Tel: 01234 857540 (Beds UK)

Members obtain sponsorship for their 'leg' of the relay, which may be added to the 'national pot', collected by the club via possible sponsorship etc.

Members taking part to receive a commemorative plaque / memento.

2 - Accompanied run

One or two members undertake the entire rally from John O'Groats to Lands End and members agree to join them for a 'leg' following the principles described above.

I would be happy to take part in either scenario, or any other that a

member thought of that received favour from the club.

I believe that sponsorship from insurance companies, magazines, recovery companies, etc, would be forthcoming if the rally was run for a charitable cause. This may be individual charities that each volunteer's 'leg' supports and/or a nominated overall charity that the club has chosen, eg cancer research.

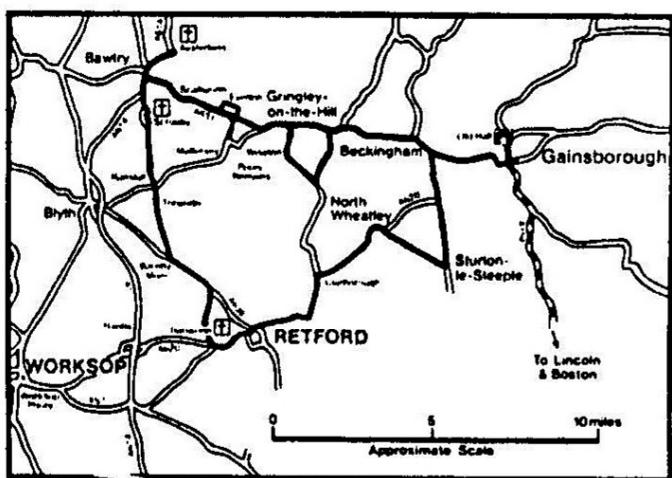
*Steve Coulman,
Club Historian*

Northern Meet

WOULD ANY members be interested in taking part in a 'Northern Meet' at the Mayflower pub, Austerfield, Doncaster and / or an approx. 40 mile 'run' around the Mayflower Trail devised by Bassetlaw District Council sometime in August / September

1999? The Mayflower Trail can be undertaken in half a day at a leisurely pace and traverses the Pilgrim Father country.

Any member who would like to register an interest in taking part in either or both of the above or who has any ideas, suggestions or experience of organising such an event are asked to contact me on 01724 762061.

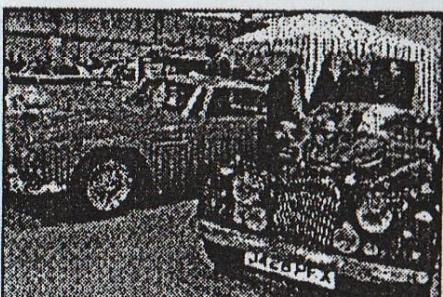
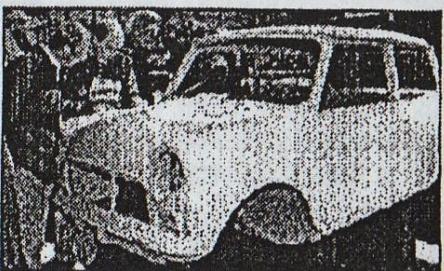
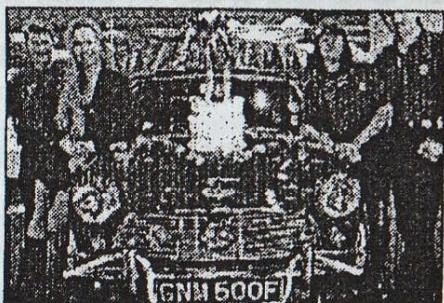
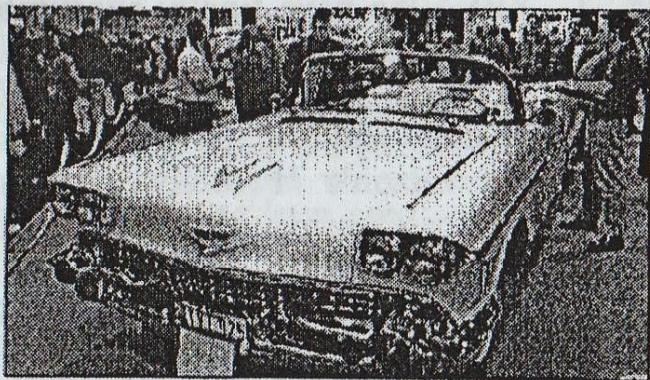


*Map of the proposed
Northern Meet*

FLOWER POWER

HEAVENLY BEAUTIES

The International Classic Motor Show has many bodies on show just like any glamour event. Some are very small, others need a little extra room !



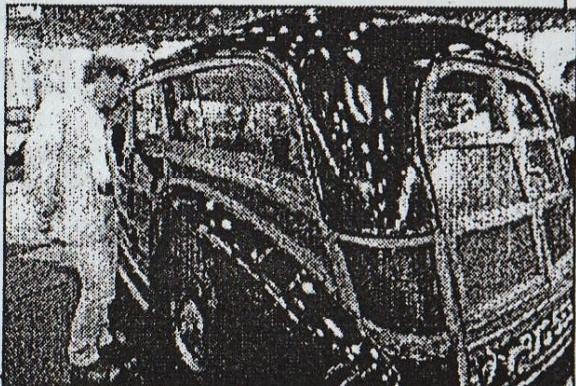
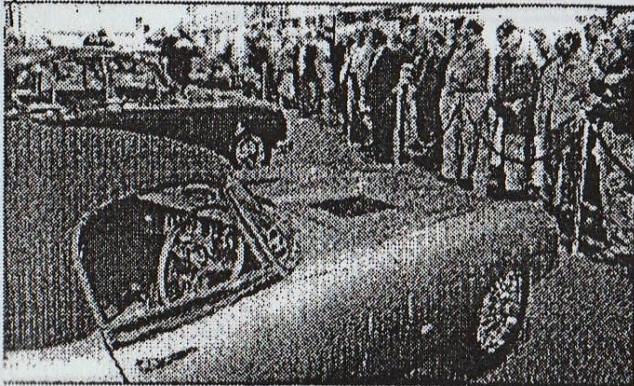
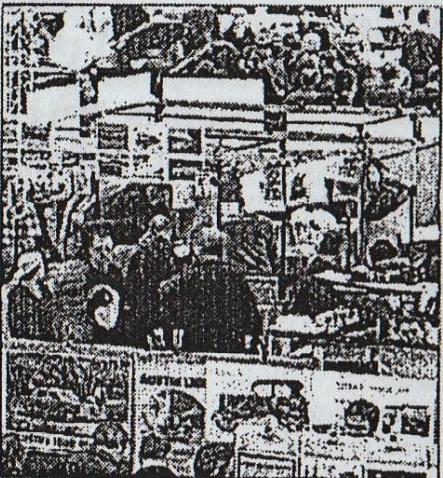
But whether you want to admire the curves, tone up the muscles, do a complete hands-on job or just read about it, a visit to the May show is a must.

**Ticket 0121 767 4767
Hotline**

Transaction fee 50p per booking

THE INTERNATIONAL
CLASSIC
MOTOR SHOW
The NEC, Birmingham

**Saturday & Sunday
1-2 May 1999**



Historic research

by Steve Coulman

MY ONGOING research into the Mayflower history is progressing slowly due to the lack of sources of information and time.

Once again I appeal to members to help me in my endeavours to write a brief history. Have you got any item that could help me? No matter how small or insignificant you may think it may be, it could be of great assistance.

Seemingly, trivial and insignificant 'tit bits' collected over the last 18 months lead me to believe I may have located the sixth Drophead Coupe produced.

Whilst I have not had the opportunity to inspect the car in question and confirm it is not a later conversion all the indications are that it is a bone-fide Drophead.

I will hopefully have inspected it by the summer issue and may be

able to publish photographs etc (subject to the owners' consent).

Internet news . . .

by Phil Benson

YES - we have finally succumbed to the pressure. Our PC has been upgraded with the addition of a modem and we have joined into the Dixon's 'Freeserve' internet system. Consider this as a personal trial at present, we may need to change the address and set up one just for the Club depending upon how things go.

For the time being, feel free to E-mail me or the Club Magazine at:

Philbenson@mayflower99.freeserve.co.uk

I look for messages about two or three times a week at present so if something is really urgent then please ring me as previously on 01737 772202.

WANTED

Any information on

OLD ICE CREAM VANS

Contact: MARGARET DONOVAN

Telephone: 0181-472 7932

The Lead-Free Petrol Question

(Part I)

THE OLD vehicle movement is up in arms at the moment for fear that leaded fuel may soon be unavailable. In my opinion the problems associated with the phasing-out of 4-star have been exaggerated, and no engine will be at risk when running on "lead-free" provided that a few simple precautions are observed and some obvious pitfalls avoided. I will attempt to justify this point of view later, but first of all in the interests of greater understanding, let us look at some.

History

The US Navy started it all back in the 1920s. Their ships did not run on gasoline but their carrier aircraft did, and getting

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airborne before the end of the runway prior to the invention of the steam catapult was vital! What they needed was more power, and one effective route to more powerful engines without weight or consumption penalties was to raise their compression ratios. But this caused detonation or pre-ignition which actually reduced power and damaged the engine. So the USN decided to look at the ignition quality of their fuel. Nobody had heard of octane rating then, but in modern terms 1920s aviation fuel was about 75 octane.

They eventually tried a dash of a clear, heavy liquid which looked like dry-cleaning fluid; it was called tetra ethyl lead or TEL. This allowed much higher compression ratios such that the power of their air-cooled radials with some essential modifications went up from 450 BHP to 600 or more.

Essential modifications . . . that sounds rather ominous, doesn't it? Quite right. When the TEL had done its trick of delaying premature explosion (yes, that old problem) of the air/fuel mixture, the left-overs were rather nasty.

Chemistry

How does TEL prevent detonation? The best theory so far depends upon the "mirror effect" of lead oxide. When fuel burns, a flame front is supposed to advance from the spark plug in a fairly orderly fashion.

Unfortunately radiation from this flame front into the unburnt mixture can raise its temperature enough to initiate sudden detonation, giving an explosive shock wave which hammers the piston, hence the well-known "pinking" noise. If there is some TEL in the fuel, it decomposes at the flame front to leave a fog of lead oxide dust, which reflects much of the heat back into the burnt gas. Consequently, high compression ratios which cause high gas temperatures before ignition can be tolerated. So far so good, but what happens to all this lead oxide? A lot goes out through the exhaust, corroding the exhaust valve on the way.

Some remains in the combustion chamber forming an orange-brown stony deposit which masks the inlet valve and acts as a "glo-plug" causing pre-ignition and running-on. Even worse, some unwanted metallic lead is also formed which tries to alloy with any hot metal it can find.

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Metallic lead, or any other metal does not raise octane numbers or stop pre-ignition, thus giving the lie to miscellaneous silly ideas involving lead shot in the fuel tank.

So valuable, however, was the prize of greater efficiency and power output that the chemists persevered with TEL and dealt with the side effects as best they could. Their first move was to use a chemical "eliminator" to sweep the lead oxide and lead out of the combustion chambers in a less corrosive form.

Ethylene dibromide, a volatile liquid once used as a local anaesthetic was added to the petrol along with the TEL. After the lead oxide had done its radiation-reflecting job, it reacted with the bromine compound to form a white crystalline salt, lead bromide. This melted at a relatively low 370° C, much lower than the 9000° C for the common form of lead oxide, so it was blown out of the combustion chambers on the exhaust stroke as a white vapour. And guess what? This liquid salt behaved as a lubricant on its way out and virtually eliminated valve seat wear. Now that was a bonus nobody expected!

The cheaper chloride eliminators, still used today with the bromide type are not quite so good because lead chloride melts at 5000° C, and can accumulate in a cool-running engine. This is why a good motor-way thrash would often rejuvenate an engine which has been used just for pottering off to the shops back in the days of high lead fuel. It was all a matter of melting off the lead bromide/ chloride salts! (Bromide/ chloride mixtures are often referred to as "lead halides"). So the white coating in the exhaust tailpipe after the aforementioned thrash using the old pre-1986 high-lead 4-star was due to lead halides.

Are you interested in old piston-engined aircraft? The immaculate Spitfires and Mustangs at airshows are cleaned too often, but should you happen to see any original colour photos of operational wartime planes, you will see creamy-white streaks leading from the exhaust stubs.

This is lead halide. "Avgas" in those days were stuffed with TEL to the tune of several grams per gallon, so massive doses of bromide and chloride were needed to get rid of it. Just one Merlin engine would pump out several pounds of lead halides on a sortie to Berlin; almost chemical warfare!

It has been stated in the 1991 VSCC paper on valve seat recession that lead oxide and lead sulphate are responsible for preventing valve seat recession. This is not entirely correct. The copious amounts of lead halide vapour released by burning petrol do the lion's share of the job.

May I stop here and digress for a moment?

You, the reader, having ploughed through all this stuff about lead bromide and so on, now belong to an elite! For every million drivers who have heard about lead in fuel, perhaps a thousand know about tetra ethyl lead or the similar tetra methyl lead. Of that thousand, perhaps four or five know that it actually emerges from the engine as lead halides. Prominent among the multitudes that do know are all those media mega-mouths who are fond of sounding off about lead in the environment. There is virtually no lead in the environment that originates from petrol; only lead salts. This is not hair-splitting. They are very definitely not the same thing. Crucially, these lead salts are water soluble, and are therefore much less harmful environmentally than pure lead.

True, lead halides are poisonous and reducing their emission levels is a good thing, but it is also true that all but a tiny fraction of those millions of tons of lead salts scattered over Europe in the last 60 years have now been washed into the sea. If large amount of metallic lead or lead oxide had been involved they would still be sitting there in soil and water working their way into the food chains just as lead from old plumbing and shot-gun cartridges does. It is worth remembering that lead weights from anglers' lines have killed hundreds of swans on Britain's rivers. Residues from petrol have probably not harmed one.

Metallurgy

To get back to the subject, using lead oxide eliminators did not solve all the problems, but the chemists had done their bit. The rest was up to metallurgy.

Because of TEL, metallurgists concentrated on valves rather than valve seats from 1930 onwards. Of course, inserted valve seats were used in OHV engines with aluminium heads, but these were not necessarily hardened.

Low-alloy steel valves, especially exhausts were corroded very badly, such that an engine could die after only a few hours of high-speed use on leaded or ethylised fuel. Even so, run of the mill motors were made with non-resistant valves well into the 1940s in spite of leaded fuels such as Pratts Ethyl being available from a surprisingly early date.

So lead-free fuel was actually recommended for high speed use, very much the opposite to current practice. I think it was the lesser of two evils. The ethylised fuel may have protected the valve seats, but it would have rotted the exhaust valves, probably made of low-alloy chrome/silicon steel. On the other hand, the lead-free "racing-mix", about 90 octane, would have looked after the valves when they were red-hot under full power, even though the valve seats may have suffered. In practice of course, there was little opportunity then for prolonged high speeds. Also, it is essential to realise that nobody expected valves or anything else to last for years.

A booklet suggests decarbonising at 2000 mile intervals, and valve regrinds every 4000 miles. Most owners were happy to see 20,000 miles before the engine was scrapped or rebuilt from top to bottom, so valve seat recession did not really get chance to become a problem. It is certainly not something that has suddenly appeared; it has more to do with modern motorist's expectations of engine life and servicing attitude.

The 1991 VSCC report has shown that American engineers were well aware of valve seat recession and the reasons for it nearly 80 years ago. The reason the US ran into trouble first was because their engines did get used for prolonged high speeds, and that, as Mr Maskell also realised, was at the root of the problem.

The modern engine which hangs together for 100,000 miles with no major servicing is the result of years of design effort, and research into metals, fuels and lubricants. Unfortunately the driver of a modern car who compensates for its yawn-inducing blandness by owning a vintage or classic machine tends to expect the same life from an old-technology engine. This is not being fair, although modern spares made from better quality materials plus modern lubricants do give much more life and reliability than pre-war driver could expect.

When anyone utters the words "They don't make 'em like they used to" over my Matchless-engined Morgan I always reply "No, they wouldn't dare!"

The fact is, old engines wear out, and even major components such as blocks and crankcases eventually have to be replaced. It is no good blaming everything on the government or the petrol companies for withdrawing leaded petrol!

Back in the 1930s metallurgists were sowing the seeds which produced the modern engine by much improving valve life, even where leaded fuel was used. British aero engines in WWII used the famous Jessops KE965, a reliable chrome/nickel non-magnetic stainless steel, capable of resisting the very high lead levels needed to produce octane ratings as high as 130. Its present-day equivalent is 21-4N and its derivatives, used in almost all petrol engines for inlets and exhausts. Earlier engines even into the 1970s would usually have cheaper Silchrome inlet valves, hence the importance of not mixing them up when stripping cylinder heads. 21-4N is 21% chromium, 4% nickel, the rest being mainly iron. Even

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fancier alloys have been used. In the late 50s the Manx Norton and its close relative the Vanwall racing car used valves made from an iron-free alloy used in jet engines known as Nimonic 80A. This was very heat resistant, but suffered worse lead corrosion than the cheaper high-chrome stainless steels, so it did not catch on.

To conserve precious nickel and chromium, the famous wartime jeep, intended to run on low-octane lead-free army petrol, did not have lead-resistant valves. A certain dispatch rider, none other than the late, great Dennis Rogers of the MTWC, acquired some aviation petrol for unofficial jeep trips during the Italian campaign. For a week or so the Sherwood Foresters' jeeps went like rockets. The week after they didn't go at all!

The valve seat protecting trick of lead halides has of late rather obscured the fact that TEL was and is primarily an octane improver. Particularly during and after WW II, crafty refining techniques such as catalytic cracking and alkylation raised the anti-knock quality of the basic fuel so less TEL was needed to reach a particular octane number. Also, as the years went by more octane improvers were discovered. Some were a disaster. Soluble iron compounds such as ferrocene were even more effective than lead but the residue after combustion was jeweller's rouge! (red iron oxide). The effect of this on piston rings and bores can be imagined. Another

one based on manganese worked well, and was used together with TEL for a while in the US, but poor stability (it formed brown filter-blocking sludge) killed that one. Well, it should have done, but I recently (July 1998) tested two commercial octane boosters selling in Italy under well-known brand names that were based on manganese. Personally, I wouldn't touch them! But other lead-free octane improvers worked by modifying the combustion process, not by the oxide mirror effect, and these left no residues that needed eliminating, consequently doing valve seats no favours at all. These are now widely used, and together with improved refinery processes actually made high octane "lead-free" a commercial possibility by the early 1970s. So please do not knock lead-free. Between the 60-ish octane lead-free of the 1920s to 98 Super Unleaded of today there is 70 years of R&D plus a war!

Okay, but where does this leave the vintage engine?

This fancy lead free fuel is not going to help really old veteran/Edwardian/early vintage engines, but it will not do them much harm either. As their compression ratios are usually around 4:1 and lubrication total loss, valve seat wear was very low on their original primitive lead-free because valve temperatures were far below the

to be continued

1949 TRIUMPH MAYFLOWER

FULL RESTORATION PROJECT

If the year is correct this must be a very early car

Reg. No. GFK 275 — Too good to crush

The body has been stripped out and has had all the paint stripped off and is ready for having new sills welded in. The sills have been obtained but are not yet fitted. Everything for the car is thought to be in the car shell.

Offers around £200 please

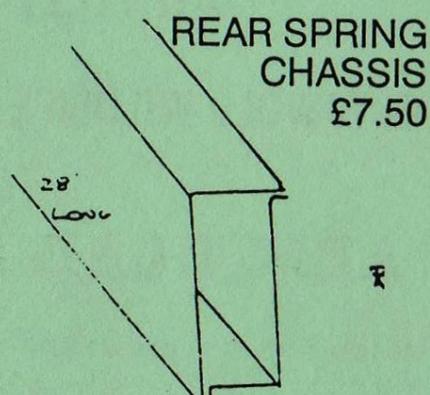
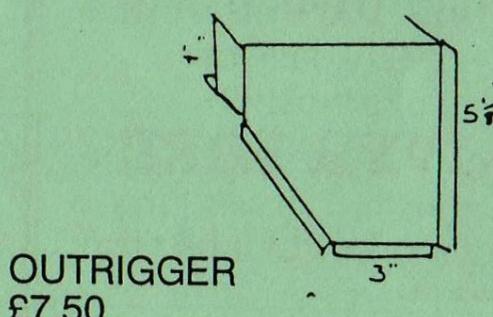
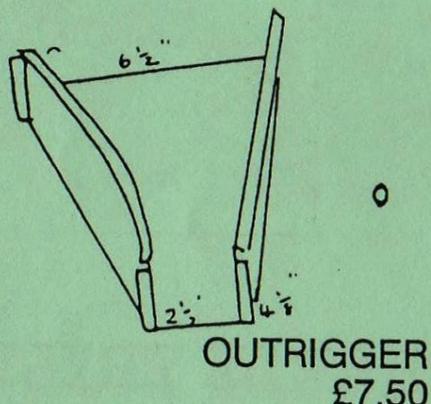
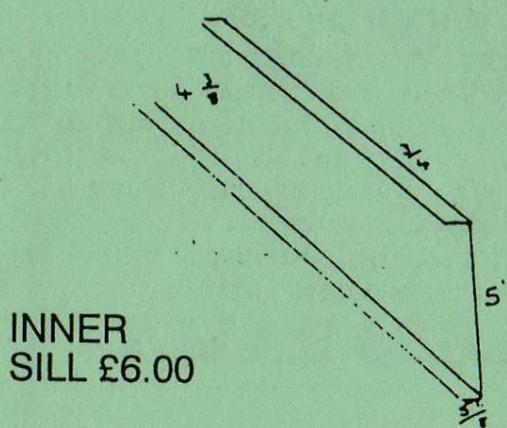
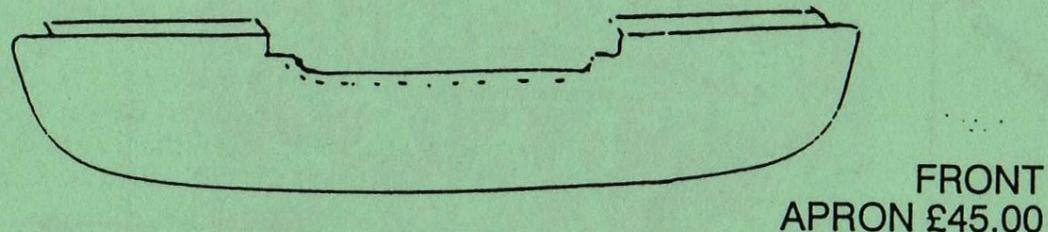
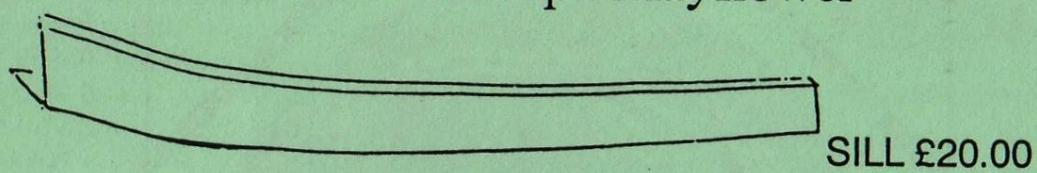
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